

2-14-1979

Avion 1979-02-14

Embry-Riddle Aeronautical University

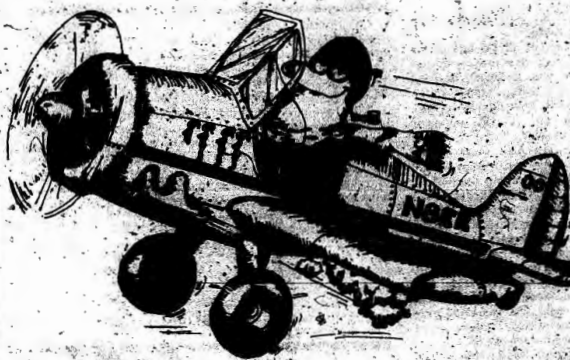
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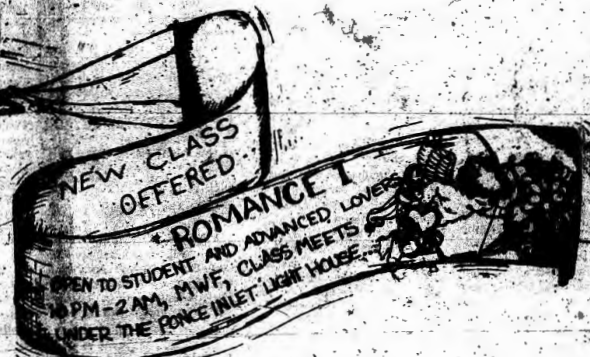
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HAPPY VALENTINE'S DAY



FROM THE
PASSIONATE
PILOT



THE AVION

THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION



EMBURY-RIDDLE AERONAUTICAL UNIVERSITY

VOLUME 31 1984-85

FEBRUARY 14, 1985

GETTING THE VOTE OUT!

By Nate Kidder

This year's Student Government Association (S.G.A.) elections will be held next month, March 21. Everyone is encouraged to run for the elected offices of President, Vice-President or one of the Senator positions. To do so, candidates must fill out a petition to run for office obtained in the Student

Activities office and get the required number of signatures. This petition should be returned to the S.G.A. and the election committee will verify all information through student records. After this authentication, the candidate may actively campaign for election. All petitions are due back to the election committee by

noon, March 20. A 2.0 G.P.A. is needed to run, (with a 2.5 for Presidential and Vice Presidential positions).

Voting by every member of the student body is encouraged also. This is the one opportunity each student has to state a strong opinion. We will have four voting machines three in the University Center

and one in the AMT complex for AMT and flight line students. A student must have both his E-RAU-ID card and registration certificates to vote.

Booths will be open from 1000-1700 hours (airplane time) and votes tabulated by 1900 hours with announcement of the winners at that time. Do not forget your ID!

registration cards on March 21.

The Election Committee needs volunteers to assist with the voting booths and student ID/registration cards. Those who are interested (about 10 students are needed), should leave their names and E-RAU box numbers with the S.G.A. secretary, Merrill Johannes.

as soon as possible.

Once again, all students are encouraged to run for office. Every student should be informed enough in the school and S.G.A. to see how each candidate presents a platform and GET OUT AND VOTE MARCH 21!!

30.



SCUBA CLUB NOTICE:

The Meeting for the Scuba Club originally set for 7-8 p.m. on Feb. 14 should be changed to 6-7 p.m.

NOTICE FROM THE E-RAU RECORDS OFFICE:

According to the University calendar, students anticipating April 21, 1979 Graduation are required to fill out Graduation applications no later than Friday, February 23, 1979.

Please be advised that NO DIPLOMA will be ordered if this application form is not processed by the Records Office. If a student Registered as a "Gr-400" - Prospective April Graduate - this does not fulfill the application requirement. Check with the Records

Office if you have any questions.

SUMMER GRADUATION

Submit your application two trimesters before Graduation so that we can help you prepare for a smooth completion. Check with the Records Office if you have any questions!

Seniors - GRADUATING IN APRIL?

Come to the Senior Class Meeting February 20, in the Common Purpose Room, University Center at 12 Noon. Please attend.

ERAU Student to attend Washington Program

For the fifth straight year, Daytona Beach will be represented at the Presidential Classroom for Young Americans, held in Washington, D.C.

Clifford Taylor III, an Upward Bound program student at Embury-Riddle Aeronautical University and a Seaboard High School senior, will attend the national program Feb. 24 through March 3 in the nation's capital.

Announcement of Taylor's selection was made by Herman Duh, director of the E-RAU Upward Bound program. The Seaboard senior placed first in an essay competition to pick an area representative to the annual program, said Duh.

Taylor, 17, of 197 Palmeston Park, Daytona Beach, has participated in E-RAU's Upward Bound program for three years, and is president of its Student Government Association.

In the Washington conference, Taylor will join 400 other outstanding high school students from across the nation and overseas in a concentrated study of American government and politics. Among other activities, participants will attend seminars and briefings



CLIFFORD TAYLOR, III

on government operations and meet with various federal officials. Presidential Classroom is a private, non-profit program to encourage leadership and civic responsibility in high school students.

Upward Bound is a federally sponsored program designed to encourage high school age youths to complete their studies and attend college. Upward Bound at E-RAU is in its 5th year, with 96 students.

Constitution Revision Vote Feb 20

By Nate Kidder

Next Tuesday, February 20, is an important day for Embury-Riddle students. It's the day that you, the students, will decide the fate of the revised student Constitution.

First some explanation of the revision to the Constitution may be necessary. The most profound change involved is the alteration of the basic structure that determines the operation of the S.G.A. Under the present Constitution the organizational structure is based on the structure of the Federal Government. Unfortunately,

this structure has led to communication and co-ordination problems between Executive, Legislative, and Judicial Branches of the S.G.A., as well as the S.G.A. funded organizations such as the Phoenix, Avion, WERU, etc.

The revised Constitution is organized so that all of the various arms of the S.G.A. will be brought into the decision and policy formation functions of the student government, and the student government will be more closely involved with the organizations it supervises. This should mean

less time lag on feedback from the organizations, as well as more direct continuity between decisions on various ideas, and implementation of the ideas.

The complete revised Constitution is available for inspection in the S.G.A. office, including the new table of organization.

Please feel free to stop by anytime between 8:30 and 5:00 and read it, discuss it, or whatever. WE WELCOME YOUR INTEREST!!!

REMEMBER, TUESDAY FEBRUARY 20!!

OPINIONS

LETTERS TO THE

EDITOR

LETTER TO THE EDITOR

Dear Editor

Being an alumnus of Embry-Riddle I know there are a number of individuals who are considering entry into the Air Force as pilots. I am also keenly aware that many see the Air Force as a five year stepping stone to the friendly skies of an airline career. For the benefit of those who have that as their sole motivation, please take note.

I am currently going through the Officer Training School with a pilot slot promised at the end. While here, I have discovered a few previously unknown catches that will have an effect on all future pilot candidates. The most important is a change in the length of service obligation. Five years of service is currently owed the Air Force after completion of undergraduate pilot training (UPT), but as we have recently been advised, "Those students who enter UPT on 15 June 79 or later accrue a 6-year commitment upon graduation." What this boils down to is six years of active duty time plus 48 months of UPT. Add an extra three to four months for completion of Officer Training School and you will have put in several more years than you may have planned for (you won't exactly be a spring chicken when you are eligible for separation). Also you may incur additional service obligations for the attendance of various service schools, training in certain aircraft and permanent change of station moves. It's important to be aware of the fact that you may not be informed of these extras until after you have received the special training or make the move.

The next subject concerns the Air Force Enlistment agreement (AF Form 3007) that you will receive upon your induction into the service.

This states what you will be doing in the Air Force and how many years you will be doing it. This is taken by many as a contract and a guarantee. However, here at OTS we've been

told that this is merely a proposal and doesn't necessarily bind the government to honor any of its provisions.

I write this letter not to criticize the Air Force or its representatives, as many have found this service to truly be "A great way of life." My intent is to provide certain important information to prospective applicants that might not otherwise be available, in hopes that it assist them in making a decision that is right for them. Please rest assured that that entry into military service is a serious matter, and I encourage everyone to get as much information as possible before they sign on the line.

Sincerely,
John B. Dolwick

LETTER TO THE EDITOR

Dear Editor,

As a student, I've read many complaints in the editorial column. I feel it is right that I mention a note worthy improvement at Riddle. During the full trimester, the mail would come up at anytime between 12 noon to 1:30 p.m. Many of these days, I was waiting for very important mail, e.g. money, bank statements, etc. Surprisingly enough, things are quite different now. Some days I've received mail as early as 11:00 a.m. I went to the mail window and asked Mrs. Fowles the reason for such speedy delivery. She explained that during the fall term, the U.S. Mail service would bring the mail bags to Riddle and they could not distribute it until the mail truck arrived. This term, Mr. Bibb has sped up the process by picking up the mail, which means, the mail service can sort and distribute much earlier.

My thanks go to the Supervisor, Mr. Frank Henry, to Mrs. Doris Fowles, Mr. Robert Bibb, and to all employees of the Embry-Riddle student mail department.

Mark Holmes
Box No. 5933

LETTER TO THE EDITOR

Has anyone noticed that square cabinet with a red and blue screen? You know, the one next to the pub in the U.C. I think it's a TV.

The time has come to put that thing out of its misery. I vote to shoot it, and purchase a new one.

I've been selling TVs for over five years now, and I can't see how anyone can watch that disgusting picture.

So, why doesn't someone do something about it, before what's left of the TV croaks?

K.W. Johnson

□□□□□□□□□□

HAVE YOU GOT A BETTER IDEA?

By Nate Kidder

H.E.W. Chairman, SGA

The S.G.A. that is now in office will be tying up the loose ends after a year of dynamic response to student needs. The dedication to a quality S.G.A. has grown steadily, and with your help it can continue to grow.

There is much to be done next year and in the years to come. Projects abound, needing enthusiasm and hard work to bring them to realization. Activities range from concerns to committees and everything in between are guided in some way by the S.G.A., which is guided by you, the students.

If you are a student, with some new ideas, enthusiasm, a desire to make your mark in school affairs, then Embry-Riddle needs you! The S.G.A. will be conducting its annual election on March 21, 1979 for the offices of President, Vice-President, Chief Justice of the Student Court, and representatives from the student body at large. The requirements are that you be a full-time student at E-RAU, have at least three (3) consecutive trimesters remaining at E-RAU and for the Presidential Candidates a minimum cumulative G.P.A. of 2.5. It is recommended that all candidates possess a G.P.A. of 2.5 or better but a 2.0 minimum is all that is required for Non-Presidential candidates.

If you are interested, stop by the S.G.A. Office and see me. Remember, Embry-Riddle's future is your future!



we/olezem/hl

LETTER TO THE EDITOR

Dear Keith,

First of all I'd like to say that your response to my last letter was uncalled for (and besides that - inaccurate). However, I would like to commend the AVION on your low budget, but you should read up a little more or ask about the ACB rules before you write about something that you're not familiar with. The revenue account is not required by the ACB to be submitted as part of a budget even if SGA funds are used to generate it. If SGA had good common sense they would realize that funding equipment that generates more revenue would, in turn, place a lesser burden on SGA as the source of the budget dollars needed by each organization.

Don't tell me the AVION doesn't use SGA funds to create revenue - your organization had to start somewhere and I'll bet it was with student dollars.

There is no question that F.M. is very much on the minds of the station's personnel. When our construction permit is issued, within the year, we will have 12 months to get on the air.

With an escrow amount of \$1,200 per trimester, set aside it will take 12 trimesters (4 1/2 years) to reach the \$15,000 necessary for F.M., about 3 1/3 years AFTER the construction permit expires.

So you see, the SGA's mathematics aren't very good - in fact they're way off what our faculty, advisor and Mike Jaworski agreed that it would take to keep us on schedule - \$3,500 per trimester in escrow to meet the construction deadline.

In closing, I would like to add that it is (and has always been) our intention to work with SGA and the ACB. But our backside's are getting sore from all the shuffling we've been given.

Jim Barwick

This is the first time that I've been told that answering a letter to me is "uncalled for!" I would also like to know just what statement I made was inaccurate. I read both letters over again, and I can't find anything inaccurate. As I said before, I think that showing revenue is a good idea, and I might add, a good way to build trust and confidence with the ACB and the student body.

As for the AVION using SGA funds to generate revenue, let me assure you that we certainly do, and it's reflected in our budget, even though it doesn't have to be.

Finally, I think it's amazing that you would submit an application for FM BEFORE you knew where the money for this venture was coming from. At the ACB meeting, you had not yet submitted the FM paperwork necessary for your license, so I don't see any deadline that you have to adhere to.

Good luck on the long and undoubtedly difficult road that you and your staff have ahead of you. I'm sure you will be able to bring FM to Embry-Riddle sooner than many people think.



Fed up? Have you been a victim of the Riddle Runaround? Feel helpless to change the things that "just don't seem right?" Around here, relief is spelled "SGA."

In a few weeks elections will be held and NOW is the time to talk to Nate Kidder in the SGA office and let him know what position you are interested in running for.

You have a choice; either you can sit back and complain to your friends about how rotten things seem to you, or you can get involved in the decision making process, learn how to work with people, and maybe just make life a little easier for some of your fellow students. It's probably a lot easier to just slide through school by doing as little as possible, but I sincerely believe that you will really doing so when you look back on your college days.

I challenge you to get involved!!!!

Keith Kolland

FAA INTRODUCES NEW REGS

Washington, D.C. - Sweeping new air space regulations proposed by the Federal Aviation Administration may bring about unprecedented delays in the nation's air space and may well preclude traffic control innovations for decades to come.

Those are views of the National Business Aircraft Association, expressed by its President, John H. Winant. NBAA is a member directed association which represents the interests of corporate and business aircraft operators.

Winant said that NBAA's Air Traffic Control and Operations Committees, composed of member company representatives, will meet in Alexandria, Va., Jan. 22-23 to discuss the FAA proposals and decide what action should be taken by the association.

He stressed that "NBAA will explore constructive actions which will further enhance aviation safety and at the same time make provision for efficient use of the air space system."

The first and perhaps the most important area of concern expressed by Winant is the time factor. Traditionally, as more and more airspace is placed under positive control, air traffic delays have increased both in the en route and terminal environments.

According to Winant, the new regulations will help add to this delay the sheer weight of numbers. The FAA proposes 44 additional Terminal Control Areas (TCAs) added to 21 in existence today and 80 new Terminal Radar Service Areas (TRSAs) added to the 105 currently in use.

These new terminal controls coupled with positive air space control down to 10,000 feet, in many areas of the country, will undoubtedly make it more difficult to get in and out of terminal areas and will cause more indirect routing rather than straight, point-to-point flights.

Winant questions whether the aviation community will suffer the same effects of the overregulated railroad industry.

Will the speed gained through the use of a high speed aircraft be lost in a too tightly controlled airspace?

Another observation by Winant brought on by the proposed new FAA directives is the binding of the aviation community to a "ground based" Air Traffic Control System for years to come. It uses only those techniques already available and it effectively shuts off innovative ways of improving the system's capacity and utility.

In the past year, two in-flight collisions occurred - one in Memphis and the other in San Diego. Both of these collisions occurred in airspace with controls similar to those now proposed for extension across the nation. The question arises, will the proposed new "control" actually reduce the in-flight collision hazard?

Another question raised is the amount of money and new personnel involved. The \$43 million for equipment and the additional manpower requirement of 356 new personnel looks extremely low.

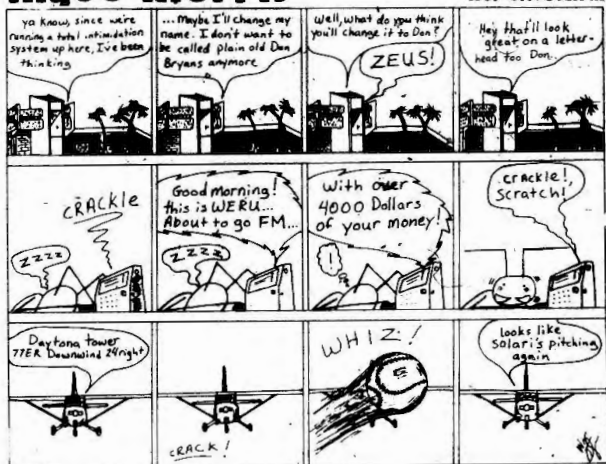
The time schedule for the program raises another question. Is it too optimistic? The current state of development of the Active Beacon Collision Avoidance System (BCAS) and the Discrete Address Beacon System (DABS), for instance, do not mesh the installation dates scheduled in the program.

Further, what chance will this program have in view of budget needs for Fiscal 1980 and subsequent years, and how will this new program stack up against other aviation safety and efficiency programs already under consideration such as the much needed weather information/dissemination program and the continuance of the Airport Development Aid Program (ADAP)? It is quite possible that the long-sought-after ADAP program may suffer to accommodate the new proposals. It appears that an evaluation will have to be made as to which program has priority.

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Klyde Morris



"No appointments and we close at 4"

By James Binkler
Avion Staff Reporter

Embry-Riddle's Financial Aid office, located in the Administration building, does its job trying to help students help themselves in many ways. Considering you are eligible, the Financial Aid office offers you information and material in access to receiving many state loans, government grants or scholarships such as Robert Schriber Student Loans, Supplemental Education Opportunity Grants, Basic Education Opportunity Grants, and others. Thanks to the Financial Aid staff these things are done in an orderly procedure.

The staff consists of many semi-work-holics, (because they can be found working after hours and on weekends). The Director of Student Aid is Nevada Wilder, among her other duties she also writes each state every year for loan programs, or an update or previous ones, and for all other new information. She was also very cooperative in giving information about the duties of the office and staff, (making this article worthwhile). Patricia Kanger is the Loan Officer and Catherine Dunaway is the Assistant Loan Officer.

You should see them when inquiring about Federal in-

sured Student Loans, Guaranteed Loans, and VA Loans. Claudia Geary is in charge of grants and scholarships such as BEOG and Rising Classroom Awards (given to students with the highest grade points). When you are job hunting stop by Student Employment (headed by Mary Modenmeyer).

The office secretary is Marsha Welles. The student assistants or Peer Counselors are Robert Richard, Cynthia Lemmah, Laura Keeling and Tim Tyan. These people do their separate jobs to advise and help the students.

The loan programs and financial aids help the students a lot. The government started loan programs after the mid-sixties. Since then they have helped many students get through college whom would have ordinarily not have been able to. The majority of the students use the money wisely, but there are those who don't. Delinquent borrowers are also causing problems and hurting the loan system.

To apply for grants and loans, forms must be filled out and certain procedures taken. The school must first determine eligibility. The forms must be processed by the bank and state processing agency. Then it goes back to the bank if guaranteed.

The bank then contacts

the student with promissory notes to be signed and sent back. Last of all the check is sent to the student, yet it may be made out to the school, student or both (to go on tuition account). This can be a lengthy process because they feel that they are understaffed and therefore the paperwork output is slow. An FAF state grant can't be obtained by a student who hasn't lived in Florida for less than two years.

The deadline for receiving the FAF is April 1st because it takes a week to process. You'll still be eligible if your application is late, but you won't be awarded until the earlier student are all paid. The school doesn't really make any profit off the financial programs because the 3% interest they make on each NDSL is channeled back to the students. The loans come from our tax money and go only to eligible students who are permanent residents and citizens. That is why foreign students must use their own money, but they are eligible for school scholarships if their academic standards are very high.

To remind some students: here are some things the financial aid office wants you to remember. If ever dismissed from the school for drugs your bill must still be paid but your basic grant can be kept unless withdrawn during refund period.

NDSL's and SEOG's will not be awarded if for two trimesters you are below 2.0 grade average. SEOG's will be withheld unless you are above 2.0 grade average by mid-terms (if last trimester's grade point was below 2.0). Students should not wait until they are in bad shape. They should cope in early before it gets to the point they won't be able to handle. And depending on your needs, their sympathy, you may warrant, might be just enough to help you through your rough times ahead.

By Rick Arnold

WEDNESDAY, Feb. 14 VALENTINE'S DAY.

On Campus:
5:4 p.m. - Human Sexual Awareness Seminar in the CPR Room.
5:7 p.m. - Karate in Common Purpose Room.
7:8 p.m. - Cycling Club in Common Purpose Room.
8:10 p.m. - Skydiving Club in CPR.
6:7 p.m. - Scuba Club in Faculty/Staff Lounge.
7:30 - 9:30 - Vets Club 'n

THURSDAY, Feb. 15

10:42:00 Noon - Human Sexual Awareness Seminar CPR.
5:7 p.m. - Experimental Lifestyle Modification Group F/S Lounge.
2:30 - 3:00 p.m. - Assertiveness Training, CPR.
5:7 p.m. - Karate - CPR.
7:8 p.m. - Flight Team Meeting - CPR.
8:9 p.m. - Screaming Eagles - CPR.
8:10 p.m. - Alpha Eta Rho F/S Lounge.

SATURDAY, Feb. 17

1:00 p.m. - AT THE TRACK 16th Annual Daytona Sportsman 300 NASCAR late model Stockcar. Infield admission: \$3.00.

SUNDAY, Feb. 18

10:30 a.m. - Catholic Mass CPR.
11:15 a.m. - Protestant Services CPR.
12:15 - AT THE TRACK 21st Annual Daytona 500.
MONDAY, Feb. 19
University Holiday

WHAT'S HAPPENIN'?

Faculty/Staff Lounge.

Also the "Flying Tigers" art exhibit will be on display all week. See it at the front entrance to the U.C.

The International Folk Dance Club at DBOC meets every Wednesday, from 5-6 p.m. in the Student Services Building (No. 14) Room 162. Riddle students are openly invited.

At 8:00 p.m., Valentine's Cruise on the "Disco Boat" is sponsored by Easter Seals. It leaves Ponce Inlet - \$15.00.

3:00 p.m. - SGA Meeting in the F/S Lounge.
1:00 p.m. - AT THE TRACK Twin 125-mile Daytona 500 Qualifying races to determine starting positions three through 400 for 21st Annual Daytona 500. Admission \$12.00 infield \$8.00.

FRIDAY, Feb. 16

9 a.m. - 4 p.m. - Screaming Eagles State Display.
11:00 a.m. - AT THE TRACK - 19th Annual Baby Grand 100.
3:00 p.m. - AT THE TRACK - Sixth Annual NASCAR World Championship Grand American Modified Race. Admission \$12 and \$8.00 infield.

All Academic Classes cancelled TUESDAY, Feb. 20
"Campus Organization Day" U.C. 10:00 a.m.
2-4 p.m. - Growth Group CPR.
5-7 p.m. - Karate - CPR.
9 a.m. - 4 p.m. - ORDER CLASS RINGS IN U.C.

Being Vartol will be on campus today interviewing for engineers and maintenance management.

30-

LIFE STYLE MODIFICATION GROUP

Openings are still available in the Counseling Centers Life-style Modification Group. A brief information meeting was held last Thursday in which it was decided to have two groups. One will meet from 12:00 p.m. to 1:30 p.m. (1200-1350) Thursdays and the other from 5:00 to 6:30 p.m. (1700-1830) Thursdays. Both groups will meet in the Faculty/Staff Lounge on the Second Floor of the University Center. On February 16th ONEY both groups will meet at 5:00 p.m.

The group will experi-

ment with such personal development aids as self hypnosis, fasting and modified sleeping habits, etc. The group is especially recommended for students suffering from such self defeat-

defeating habits will benefit from the group.

Students may obtain further information and sign up for the group at either of the above times at the Counseling



ing habits as advanced procrastination tendencies, excessive food and nutrition abuse, and over-sleeping. Any student interested in gaining more self control and resolving personal conflicts resulting from self

Center reception desk in the University Center adjacent to the Student Health Service.

The Group facilitator will be Randy Kack. There is no charge to students or staff for the group.

PUT SOME HAIR ON YOUR FACE!

The E-RAU Student Activities office is sponsoring a beard contest. There will be three categories that your hairy face can fall into for a prize: Best looking, most original, and scrappiest. An all-female panel will be passing judgement and their decision will be final. Students, faculty, and staff members (male and female) are eligible to enter the contest, but you need to register at least one week in advance

of the judgement day. The contest will take place on Sunday, April 1, and cash prizes will be offered as follows:

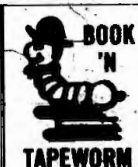
Best Looking \$25.00
Most Original \$15.00
Scrappiest \$5.00

Prizes will be awarded at the Annual Outdoor Spring Fling. So throw away those razors cause the race is on! More information will be available at a later date.

ON-CAMPUS INTERVIEWS

Feb. 20 - Boeing Vertol (engineers, & Maintenance management)
Feb. 21 - McDonnell Douglas (engineers)
Feb. 22 - Navy CAPSO (engineers)
Feb. 23 - Avco Lycoming (engineers) CO-OP
Feb. 26 - Martin Marietta (engineers)

Feb. 27 - Pratt & Whitney (engineers)
Feb. 27 - Cessna Marketing (marketing/sales trainees)
Feb. 28 - Cessna Marketing (maintenance)
Mar 1 - Northrop Corp. (engineers)
Mar 7-8 - NTSS (engineers) CO-OP
Apr 5 - Right AFB (engineers)
For further information, contact the Career Center.



HOLLY HILL SHOPPING CNTR.

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856 NNOVA RD



Waterbeds are strong.

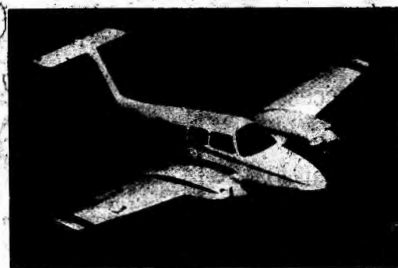
Of course we don't recommend parking your car on a waterbed. Waterbeds were developed for only one reason. Giving you the ultimate in sleeping comfort. A warm, comfortable night's sleep is what a waterbed is all about. They come in a variety of stylish designs to complement your bedroom decor. Sure, waterbeds are strong. But more important, when equipped with a Safeway waterbed heater, waterbeds give you a great night's sleep. To test drive a waterbed... see us.

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Instructor's Nightmare in a T-34

By Felix A. Garcia

A great primary trainer you can do almost anything you want with it, but as with any other airplane, don't let overconfidence surround you because any little and easy flying machine can just make you disappear from the face of this planet. And this can occur, and almost always does occur, at any unexpected moment. Going on with this little bird, its name is the well known T-34 Mentor.

Several years ago, after accomplishing a three-hour mission, I got back to base early

in the evening. Next day I went with some other flight instructors who had two of three training flights with the Air Force Academy cadets.

My first flight was at 0700 and when almost ready to take off, one of the engine's magnetos failed so the student pilot and I went back to the ramp. Trying to get another T-34, I saw one of the other instructors going back to the operations building and asked him if he also had problems with his T-34. He said he wasn't going to fly because his student

pilot had a cold. So, without losing time, I told my student pilot to go to the other machine directly to the front cockpit and be ready to start the engine.

One of the mechanics was standing up at one side of the plane and I asked him about the fuel and oil. He said both fuel and oil tanks were full and the plane was ready to fly. Seeing that it was late for the first flight of the day, I jumped into the plane and, when attempting to start the engine, the fuel booster pump didn't work. At this moment the mechanic said "one moment" and then I saw him climb the plane under the root of the right wing. Immediately the booster pump started to work and the fuel pressure went up OK and the engine started with "no problems. For me, this booster pump wasn't all right at all but I decided to report that after that flight.

No difficulties encountered during take-off, climb and level flight. After several turns, stalls and maneuvers, I told the student pilot to make a 5 turn spin starting at 4,500 feet above the terrain, that was about 6,000 feet indicated. The student was slow at the start of the recovery and then overreacted, letting the plane continue the spin in the other direction. When I tried to recover it, I felt the student holding the controls really tight and hard, making the plane continue in the spin. I realized he was "frozen" at that moment and I had to exert tremendous force to get out of the spin very soon because we were going perpendicularly down toward the earth, which I saw coming to us like when you activate the



macro zoom of a movie camera. Well, the recovery was made at about 400 feet above the ground. Nothing very scary but scary enough for me that day.

We also reached 20 knots above the maximum speed limit of 243 knots and a few seconds of blackout during the pullout. Then, I felt the student pilot released the pressure on the control stick and started to climb to 5,000 feet and for about ten minutes I relaxed myself and tried to make the student relax also.

A few moments later we practiced a simulated emergency with the engine at 1000 RPM. Then we climbed again to 5,000 feet and here I let the student make another similar emergency. We chose a good flat field, and at about 600 feet above the ground he was going to start a "go around" but I told him to continue gliding down so he could see how a real emergency landing would look like.

Well, just when I told him to make the "go around", at about 50 feet above the ground, I realized that during the emergency procedures he had placed the fuel tank selector valve in the OFF position. At this moment I told him to wait a second, then I selected left tank and booster pump, checked the fuel pressure OK and, when the simulated emergency was almost converted into a real one, the throttle was moved smoothly forward and the engine responded until it got maximum power. Six or nine feet

was the difference between a desperately needed climb and a belly landing.

"OK, that was enough, let's go back to the base, climb to 4,500 feet", I said to the student pilot. He didn't realize that the fuel selector was in the OFF position during the emergency pattern he made and I didn't know what he had thought or was thinking about my showing him how a real emergency would have looked like.

Again, everything was fine and now we were approaching the base at 4,500 feet. We were already cleared by the control tower to make a simulated emergency and full landing.

At about one or two miles from the runway things started to go wrong again. This time at 4,500 feet indicated, (3,000 feet above the planet), the engine started to run really rough, the fuel pressure was near zero, and immediately I made a pull up to gain some altitude, started the emergency procedures and called the tower. We started to go down, gliding at 80 knots. I tried the left fuel tank, then the right one, and the engine didn't start.

The landing on the runway was made without other problems. It was lucky to be at 4,500 feet instead of 2,500 feet which was the altitude for the regular traffic pattern. Well, rescue people and two mechanics approached the plane. One of the mechanics made a visual check of the left tank: empty, then the right one: almost empty.

The fuel indicators were at half full indication. I tried to start the engine again while on the runway, and here again I had the same situation with the booster pump as at the beginning of the flight. The other mechanic was the same guy that attended us on the ramp. Here again he hit the plane under the right wing and the fuel pressure started to go up to normal for the engine start. Then, I taxied to the ramp. Later, I learned that in this flight I flew the same plane I had flown the day before, which was not refused because I arrived during night hours and at that time the fuel people left the refueling for the next morning. Early that morning, the maintenance team assumed all T-34's on the ramp were ready to fly and all the planes were run-up to check engine performance on the ground. Also, there was a malfunction report in the maintenance book of my plane, and it was about the same failure of the fuel booster pump.

When the maintenance people checked it, they found that it was working just fine. But during my flight I encountered the combined effects of a malfunctioning fuel pump, fuel indicators, student pilot and also, the malfunction in their duties of several people, including me, who should have carefully inspected the plane and been more alert during all phases of flight.

After all this, I changed a lot, especially my professional way of doing my job as flight instructor, on the earth and above it, and all this helped me to handle many other unexpected situations much better than before. As a little example, the next flight I asked the mechanic attending my plane: "Is it full of gasoline?" "Yes, Sir," he said. "OK, let's check again." One of the fuel tanks was almost full, so I told him: "Not full! ALMOST FULL." And a few moments later, I was in the air again with the new feeling of being for sure a really good pilot, probably a better one.

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English Program for Foreign Students

By Joseph Ott

As you are heading towards the Wallace Research Library, or rushing to one of the classrooms inside H-Building by the Flight Line, you definitely have noticed one room there (H-107) that looks different from the others. Lines of reading books with many headphones and other audio equipment - can be observed right from the door. Have you paused for a split second to wonder what that room is for? Or did you just figure it out as one of the many unsurprisingly flight training labs we have around here.

I, for one, thought so until last week. I decided to put my antennas out and find out what goes on in that room. I found out this was the Learning Lab for Embry-Riddle's unique Aviation English Language Training Program (AELT).

The AELT program is one designed exclusively by the University to help some incoming international students improve their proficiency in English Language before they begin their regular academic programs in Embry-Riddle. This AELT program which was started in December 1977 has been and still is absolutely exclusive for Aviation Education at Embry-Riddle. This program is not the same as the popular English Language Studies Program (ELS) whereby after graduation the proficient student then proceeds to a College of his choice. The AELT program is designed to help improve the language proficiency need of those international students enrolled in Embry-Riddle Aviation programs ONLY if an incoming student who has admission into the university has problems with speaking, writing, or understanding English proficiently.

An AELT placement test is given to him. If he passes the test satisfactorily, he then proceeds to take the regular Riddle placement test. If he does not pass or scores low to the AELT test, then he needs to go through the program.

The Aviation English Language Training program runs for three to six months depending on the student's learning and adaptive capacities. The students study intensively for five hours a day, five days a week. The program basically involves five levels of instructions as Mr. DeMeo, the program Director pointed-out. The first two levels - Beginning One and Beginning Two expose the student to the fundamentals of English grammar, speech and writing abilities. The third phase termed intermediate involves more grammar, reading, writing and use of the language lab. The Lab is well furnished with tapes, visual and audio learning aids. The last two

levels of instruction are called Monitoring and Technical English respectively.

Both levels are the very unique and creative parts of the program in Embry-Riddle. During the Monitoring phase, the new proficient student is allowed to sit in regular academic classes pertinent to his program. This approach enables him to get the feel of real classroom situations and as well help him develop more communication skills. At this stage the student goes back and forth from the Lab to the classes while the AELT instructors now concentrate more on technical and aviation language.

The AELT program is presently being run and coordinated by Mr. Ralph DeMeo, the Director; Mr. Ronald Cicciarelli, an English instructor, Ms. Elaine Aggett, also an English instructor and Mr. Peter Brooker, the International Student Coordinator. All four of them helped to make this report possible and objective.

Mr. DeMeo holds a Bachelor of Arts degree in English from Seton University and he is presently a candidate for the Master of Arts degree in English from the same university. When I contacted him in his office, he pointed out - among other relevant facts, that more than 100 students have graduated from the program and are now well established in their respective academic programs in the University. He also pointed out that the program is expanding in personnel and space. A new classroom and instructor has just been added to this effort. One of the problems he stressed was that of impatience among the students, who are anxious to rush to their major courses too soon. He feels that the program is a success and quite inevitable for some international students.

Mr. Ronald Cicciarelli holds a BA degree in Education with psychology major and minor in English and Math. He is presently a candidate for a Master's degree (5 credits). He speaks Spanish and Swahili fluently and has had two years of Latin. When interviewed he explicitly said that the AELT program here is basically "to understand and teach the total person." He further suggested the need for more encouragement cooperation and assistance for the students and the program.

Ms. Elaine Aggett, a new English instructor in the program, holds a BA degree in English and Education from State University of New York at Stony Brook. She is presently a candidate for her MBA at Nova University in Orlando. Ms. Aggett studied French for four years and before coming into the AELT program held

the post of Community Relations Director at Embry-Riddle for two years. About the program she said, "There is a lot to learn from the AELT program and both how to teach this special group. I am already learning a lot about the diversification of cultures and how they integrate in a total system."

Mr. Peter Brooker, the International Student Coordinator offers commendable supportive advice to the AELT program. Mr. Brooker holds a Master's degree in Public and International Affairs from the University of Pittsburgh and also a Graduate Certificate in Latin American Studies from the same University. He speaks Spanish well and has worked for the Peace Corps' Volunteer program. He had this to say about the AELT program: "This program has two main objectives. 1) the language goal is to give the International Student a firm basis on which to build further additional instructions in Humanities courses and practices in the academic courses of his program, the theory being that once a student is equipped with basic communication skills, the best way to improve those skills is through the challenge of the classroom."

2) To lessen their cultural adaptation to study at the university and life in the community." Mr. Brooker went further to stress the importance of the monitoring phase by saying, "it encourages a gradual transition rather than an abrupt change from the AELT program to the academic program." Mr. DeMeo, Cicciarelli, Brooker, and Ms. Aggett observed, had the patience and composure needed to give the students such a difficult language program.

Just as I was leaving Brooker's office, I ran into Ms. Nan Green, Director of International Student Services, who spared me a second from her "never a dull moment" job to say that "The Aviation English Language Training program at Embry-Riddle is a much needed service now offered to international students who need the additional training necessary to become more proficient in English language. This enables them to more successfully realize their educational objectives."

There are about 53 international students currently enrolled in the program. They come from different countries such as Saudi Arabia, Libya, Venezuela, Japan and the Ivory Coast. I had the opportunity to interview some of these students and a few other students who have successfully completed the program. This is what they had to say.

Abdullah: Buthman from Oman, graduated from the pro-

gram said "It is a good program and helps teachers and classrooms should be provided. The instructors there are OK."

Adel Fale (Libya) currently enrolled in the program said: "The program is good but lots of students involved at a time. Some expansion will help."

Abdumaged Shihemed (Libya) - who spent eight months in the program said, "It is a very good program. It was a great help to me. I understand my instructors well now and my reading is improving greatly."

Tony Auguste (Ivory Coast) presently enrolled in the program said "It's OK and beneficial to me; though, it is boring."

Metch Agnero and Adams - Coulibaly, both from Ivory Coast commended the program and emphasized the need for more oral discussions and conversation between the teacher and the student; as they observed this approach to be one of the quickest means of learning.

From all the above comments, it is obvious that the objectives, the success, and the continuing need for Embry-Riddle AELT program cannot be minimized. After all, Embry-Riddle stands out head and shoulders as the most famous aviation school in the world, with the largest number of international students enrollment in Aviation Education.



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Alpha Eta Rho

By Tom Ridley

Business at last Thursday's meeting mainly concerned fund raising projects for the coming weeks. Plans for work at the Speedway and a carwash are in progress. Alpha Eta Rho is preparing for its fourth annual Road Rally to be held on March 20th. This contest is a lot of fun and improves every

year. If you enjoy a challenge the Road Rally is for you. Look for more information as the event nears.

Sunday's softball game against Delta Chi, while not exactly a close game, was an improvement over the week before. Our defense allowed twelve less runs scored by the opposition and our offense scored one more run. If we continue to improve at this considerable pace, we can expect to hit the win column in two short weeks! Anyway, that's what we're shooting for. Practices will be held on Thursdays at 4:00 p.m., on Field 8.

Sigma Phi Delta

By P.F.

The success of a fraternity is based upon its ability to work together as a team. In fact, the strength of a fraternity is directly related to the quality of this teamwork. It becomes evident just how well organized a frat is, and how well its brothers put together when they sponsor activities, including fund raisers, participate in intramural sports, or just carry out the necessary upkeep of the fraternity houses. In short, if you want to see what fraternities are about, look at the way the brothers act on a day to day basis.

The brothers of Sigma Phi Delta were once again active last weekend, most notably pooling their efforts to rake in some money on Saturday. It was sunny, sparkling Saturday morning as a crowd of red shirted engineers descended upon the steak-n-shake on Rt. A-1-A, barely awake, but eager to work. It wasn't long before the hoses were connected and everything began to flow smoothly. The brothers soon adopted an efficient assembly

line procedure, and cars and vans began to zip through with remarkable precision. The lines got longer as the people of Daytona found out about our great work, and low price of one dollar per car. Soon, however, the Winnebago took advantage of our workmanship, looming high above us, waiting patiently for our warming crew of engineers to complete their work.

It was a long five hours of work, but the profit was excellent. It was the most successful car wash Sigma Phi Delta has sponsored in some time. Keep alert for future Sigma Phi Delta car washes! You won't want to miss our work, or our price!

Our softball team did not play a regularly scheduled game last weekend, but lost a scrimmage to Sigma Chi which, if necessary, will serve as a tie-breaker.

Beer sales began this week. All brothers are reminded to check with Keith about times for check-in as sales personnel. Weekend sales are mandatory for all brothers as well as pledges!

Delta Chi

By Ed.

This past weekend turned out very nicely for those Delta Chi who turned up for our various functions. These functions included: a burrito party, a little sister rush party, two days of work at the Speedway, and a fine victory for our illustrious softball team.

The Burrito Party saw \$62 of Mexican food devoured. It was washed down by an abundance of brew. This was all accompanied by a case of heartburn and a few pilot stories by "Disco" Dan. It seems that Mr. Charter was almost killed by a few trees and a multi engine student. So for extreme bravery and a quick hand (on the throttle) in all in the line of duty, I give this week's "Chi" award to

Mr. Charter Pilot himself, Dan Erdman. Keep'em flying, Dan. The Speedway got a hand parking cars on Saturday and Sunday by an enthusiastic horde of Delta Chi's. We'll attack the Speedway again next Sunday with the advent of the Daytona 500. See you there, aloha.

The Little Sister Rush Party turned up a few prospective little sisters. For any girl interested in becoming a little sister, please contact Judy Madonna or call us at 252-9429.

We won our first softball game on Sunday. We battled it out for nearly an hour with Alpha Eta Rho, and after the dust had settled, Delta Chi emerged victorious. The final score: 2-3. We don't have much style, but the job gets done. Onward and upward!

That's about it from Delta Chi this week. So, until next week. Keep the blue side up!

Nominations were extremely close. Samurai Miwa took an early ten count, but was suitably recuperated by the race Sunday.

Saturday was our first associate class meeting. Jim had his act together and the successful day was completed by a volleyball game with no definite winner. Sunday turned into Friday at the Daytona Speedway. Each brother was on time, meeting promptly at 7:00 a.m. in the University Center. The remainder of the day was spent with our nose to the grind stone, and our fingers in the chocolate. Tomorrow is Monday, start of a new week (or is it that how this whole mess got started). The brothers are looking forward to another mentally demanding week of learning at our famed university.

Stay tuned for the further adventures of Lambda Chi Alpha.

P.S. What jumps up and down, turns red in the face, and then yells for more people? Glad, just before the race.

AFROTC (formerly FTU) in the near future. Reports reaching us reveals that UCF cadets have sworn to match the trophy from this year. With the way the corps started off this trimester, I can only laugh at them because the E-RAU cadets, when united, can move the mountains. I hope we are going to stick together and get ready to return the trophy to this year to E-RAU.

THOUGHT FOR TODAY If you would like to help your country and yourself, contact Capt. Martin, or stop by the AFROTC trailer or call extension 387 to join the AFROTC. You will be proud you did.



There we were. Ten thousand feet; flak so thick you could walk on it. Then came Monday morning, and the start of a new week at Humpty Diddle. Being the scholarly brothers that we are, the important part of the week started Friday night with a toga party sponsored by the Crescent Sisters. The party was excellent. The (did I really do that?) awards, as follows: most likely to succeed in Pagan Rome - Laura, Best dressed Crescent - Linda, Best dressed Brothers - Pete. Congratulations to all the winners.

AFROTC

By Oko Usan

Last Tuesday came the first drill competition this trimester. As part of the GMC assignment, each of them is supposed to be familiar with various drill movements which have been grouped together in what is popularly known as the 54 commands. From the look of things the various flights have to do a little more of the polishing of their troops to be able to look real sharp. Apart from the fact that anything worth doing is worth doing well, the corps has a very important task ahead - the drill competition field day against the University of Central Flor-

using light gun signals. What, no home runs for George Zimmer? Pete Egler has learned to like the taste of hay. To my little brother, Ha Ha Ha again and again.

Well Saturday ended and we awoke early Sunday for a double header softball game. The first was against Arnold Air which we won 10-3. Catch of the day goes to Doc, pitcher of the game, who took a line drive in the gut. Our second game was against Sigma Phi Delta which we also won 10-3. Ya, pledges are good guys, good hitters and good runners. Thanks goes to Don Miller, our coach. He spent his time holding practices and making sure that all of us are ready to play. Let's keep up the good work guys.

Anyone interested in Sigma Chi and would like to look further into what our fraternity is about feel free to stop by or call. We are located at 520 S. Ridgewood Ave., (U.S. 1) and our phone number is 252-2277. Any ladies interested - our little sister chairman is brother Don Miller.



EX

By Tom Moore

Another fine week was started for the Sigma Chi with a bowling night on Friday thanks to brother Glenn White. A case of beer went to Jeff Ohlman and Bill Mitchell for highest score for Big Brother Little Brother team. Second place was Tom Moore and Paul St. Amant. Laurie Salopek, one of our little sisters bowled a 193 good going Laurie! This score was highest for the night. Once again thanks Glenn for a job well done.

On Saturday night we had a hayride and horseback riding at the Flying W Ranch. Credit goes to 'Doc' (Mike Plapp) for a good time. There was beer and hotdogs to add to the evening. There were many pit stops on the hayride which led brother Don Miller into

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ARNOLD AIR SOCIETY BILL ROBB WILSON, MS

By Hugh McDermott, AAS LL
Arnold Air lost its second game of the season Sunday to Sigma Chi by a close score of 10-3. That brings our record to 0-3, not too good of a start but we still have plenty of time left in the season. Russ Severino scored two of the runs on a homerun. The team is not scheduled for a league game until March 4th. However, we are entered in the "Vet's Club" Tournament this Monday the 19th. Trophies will be given to top finishers. Let's make this the start of our winning streak.

These next few days Arnold Air and Det. 157 will be selling beer at the raceway. We need people to make this a success. People are especially needed on Thursday and Friday during qualifying runs. If you have a few hours free during these days and want to help out contact Bob Graham (3037) as soon as possible. Also, if you are selling beer, please bring something to keep the beer in (a cooler, barrel, dump truck, etc.).

The first dinner-meeting of the tri will be held tonight at the plush Sweden House on North Atlantic. Ormond. Come hungry because it's all you can eat. Cocktails at 7:00 p.m., dinner at 8:00.

By AAS LL Tim Robinson
Exactly a week ago this past Sunday, Russ, Ernie, Kitty, Janet, Big Al, Mike, Debbie, Capt. Merlin, and myself arrived back in Daytona Beach direct from Atlanta, Georgia. We had come home from what had turned out to be a fun-filled weekend labeled "Aaa-Cool-Love." At the request of "Mr. Huffy" I will reveal the entire weekend, while also squelching a few vicious rumors.

For Ernie, Janet, and Capt. Merlin, it started early Friday morning. Leaving Daytona Beach, and treating their C.B. as if it was a "Piece of the Rock", they ventured the highways of Florida And Georgia, arriving in Atlanta at 6:30 p.m. The next group to arrive was Russ, Debbie, and Big Al. They overcame headwinds, and five Severino landings to reach the lively city at 7:00 p.m. Mike and I arrived the trip without a C.B., but it cost us two extra hours.

First on the schedule was dinner. Not being a simple society, we went to a Japanese restaurant where the food is cut and cooked right before your eyes. It was an experience that included cocktails before hand, on Al. Thanks Big Al.

After dinner we drove back to the hotel we were staying at and promptly hit the disco

while the hotel complex. After fifteen minutes or so, Mike decided to take a walk around the place. His little stroll ended in a "star studded collision." He ran into Don Knotts, the television actor, and as it turned out, both Knotts and Tim Conway were in the place, so were dancing among the stars.

After two hours of dancing, Big Al decided to go find some "breakfast." We did that, but only after an hour and a half search. To squelch one of those rumors mentioned above, nothing happened during this time in the back seat.

The first night ended at 6:00 a.m., exactly one hour before the alarm was to ring for a new day.

"Yaaa" helped Big Al wake up for early morning meetings but it took more than that to get the rest of us awake. Saturday morning and early afternoon was taken up with meetings, out of which came the Gill Robb Wilson Squadron's bid for Commander's Call. Unopposed, we won!!

That evening was our night to hit the Omni International, the "8th wonder of the World." We spent the most part of that evening there, and then headed for Under- ground Atlanta. Janet and Debbie braved it out at Under- ground Atlanta but only after coaxing from Capt. Merlin. As Russ was to find out later, Kitty had no reason to be worried.

Well, that night ended with eight of us in the same bed-room. It was crowded but comfortable. Just for clarification, I slept that night with my clothes on.

Morning again came quickly, but when we woke up this time, it was time to leave. It ended a most enjoyable weekend, and an experience we won't forget.

As for this second softball game, of the season yesterday (Sunday), bowing to Sigma Chi 10-3. We played them even after a shaky start, but that start hurt us early. There were some bright spots in our loss, included in the bright spots was a homerun by Russ, and outstanding fielding by Bob Merlin. Another plus in yesterday's game was the outstanding score keeping job by Margaret.

We have a dinner meeting this evening, and we start finding out about our pledges next Wednesday at the initial pledge interviews.

PLEDGES - The pledge class elected officers at their latest meeting. They include Scott Restivo as President, Jeff Post as V.P., and Dave Hysong as the treasurer. Being pledge master, I see the pledges up close and personal, and this tri's pledge class is a good looking one, and we hope to see them all stick it out.

In closing, I would like to remind everyone of two things: get them ugly early, and G.R. steak night on Friday.

CAMPUS CLUBS



By Dan Mihac

Bake sale holds up movie!
Well it certainly seemed that way Friday night, didn't it? However due to the late start of the flick—we were able to maximize the selling of those delicious cookies. Which means the bake sale was a success.

As far as the AOPA \$150 ground school scholarship goes, a raffle will be held in the near future, for the purpose of selling this gem. By the way EVERYONE should get familiarized with their grant. So when we start practicing is

a team EVERYONE has a general idea of what is going on! I.E. in your dull moments play with your air wheel or go to the library and thumb through the Jane's "Book of World Aircraft." If you don't know where it is ask someone!

At our next meeting the movie "727 A Plane is Born" will be shown. Also I think we better damn well get some organization together as far as events go. If no instructors show up we'll just have to get our little groups together and practice without 'em. After all we do have a practice meet with Melbourne later this tri and the last thing we need to do is make fools of ourselves and our school which we do represent! See you Thursday at 7:00 in the CFR.



By Jim DupLes
Hello members,

Last week's meeting showed a very good turnout of prospective divers. Those people who came to last week's meeting have the general format of the lessons. If you are serious about taking the scuba lessons, we will require a \$600 deposit. This is to "weed-out" those who definitely want the lessons. Those who are not sure. Those we may get a list of people definitely taking the lessons in order that we can start pairing people up with equipment. Remember! The loan equipment is strictly on

a "first-come, first-served" basis. First registration will be this Wednesday night (Feb. 14) from 6-7 p.m. in the Faculty Staff Lounge.

Now the news for regular members. This past weekend a crew of Riddle divers trucked northwest to Crocker Hole. There was a good turnout of members and after a couple of beers we had a fine time. A few other divers went on an artifact hunt to Ponce De Leon. We'll have to wait till Wednesday's meeting to see what they came up with.

Also there are plans for a Keys Dive in the making. The dive is proposed for the Washington's Birthday weekend. As of right now there seems to be a good number of members interested. Any member wanting to go, be at this Wednesday's meeting with a small deposit.

That's about all for now, except let's see a few of our ghost members at a meeting once in a while. Bye.

VETS CLUB

By Pat Hassett

We'll start with Saturday Night - the Welcoming Party. The rain never stopped a Vet's function and this still held true. The food and soft beverages flowed freely throughout the night.

You know the night was going to be good when you see Fred Suckler wearing a tie. (Was it a clip-on Fred?)

Then "Tuck" tried to start a macho-man contest by smashing beer cans with his arm cast. After thoroughly amazing the spectators, "Walrus Mouth" (Chuck) stood behind the bar very contently and smashed an empty scotch bottle over his leg. How did Chuck do that? Only the Shadow (and the V.A. doctors) know for sure.

On Tuesday, the 51st meeting was started late to allow members and fans to be seated. Once this was done, associate members were nominated.

Ken Holgaard, Ken Hauser, Al Graves, Doc Danver.

Then Bob Allen was presented his presidential service plaque (thanks for the good times, Bob!).

Nominations for treasurer were also taken.

Mike "Strongarm" TuEker

Pat "Records" Hassett

Then Doug Boldoff, our softball tournament president, took names off members who would help out at the tournament.

With better than half the club offering their assistance, Doug said thanks and shook up or I'll beat your face.

Because of the rain, not enough teams signed up and the playoffs were cancelled.

Best wishes to "coach" Joe Golinski and his baseball cohorts. They'll be playing their first and toughest game against FIT.

Also, Friday has been designated the club's tee-shirt day. Wear your colors and be proud!

The next meeting will be on Feb. 14th at 7:30 in the CFR. Be sure to allow enough time to attend. New members are invited. That is all!

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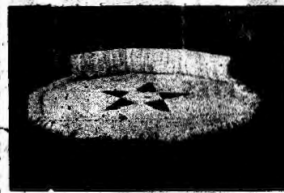
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Wilber's Rights and Wrongs

PHASE CHECK NOTES

Student performance of short field landings on recent prog checks indicates a significant lack of understanding of this maneuver. The most common errors on the short field landing are that power is being held until over or beyond the obstacle then "chopped" to idle while the pitch is being adjusted to maintain the approach speed to an altitude of 15 to 20 feet at which time the flare is commenced. This technique invariably results in excessive floating in ground effect due to the extra airspeed and/or forcing the airplane onto the runway at excessively flat attitudes and high speeds. None of the above conditions meet the depiction of the maneuver found in the Flight Test Guide which says, "Final approach speed should result in little or no floating after the throttle is closed during the flare for touchdown. Touchdown should be made at minimum controllable airspeed, in approximately the pitch attitude which results in a power-off stall."

In order to fulfill those Flight Test Guide requirements, it is necessary to begin a "transition" from the prescribed approach speeds (60 KIAS for the Cessna 172, 75 MPH for the Mooney) at some point above ground effect. The point at which this transition must begin will vary with the degree of

slope to the approach path. A relatively flat approach path will require that power be held in a bit longer than it would be on a relatively high approach. The ideal approach is one that is a little flatter than a normal approach to provide for the use of a bit more power and the increased probability of not overshooting the mark. On such an approach, the transition should begin approximately 100-150 feet AGL (not altimeter reading). The transition is a smooth and easy increase in pitch as required to gradually reduce from approach speed while maintaining the same approach path to the spot on the runway that will provide for just clearing the 50 foot obstacle. When accomplished properly the power will be just coming to idle as the airplane arrives at the runway surface in the stall attitude with the stall warning horn just coming on. The result will be a firm landing at minimum controllable speed with little or no float - as advertised!

NOTES FROM PROFESSOR DAB

Great blue balls o' fire, who in thunderation was that sighted, single-engine super-jock (or is it superjoke) makin' touch-and-goes in a Mooney a few weeks ago?

Now I'll be the first to grant ya that there's a whole passel

o' rules in the air game, an' its dern hard to remember 'em all. Not to mention the fact that, some of 'em get pretty dern hard to keep all the time. But, come-on now fellers - be honest, have ya ever heard of an easier rule to remember or keep than, "no touch-and-goes in the Mooney?" No-siree! Only excuse I kin think of is that superjock jus ain't been rainin' the stats on all the wheels-up landing accidents in general aviation training caused by breakin' good ole habit patterns - like makin' a few touch-n-goes. There must be an old Chinese proverb that sez, "He who breaks good habit pattern is sure to break good skin sometime."

Happy landin' guys, (full stops only in Mooneys).

Prof. Dab.

P.S. Tell the turkey makin' touch-n-goes at New Smyrna that you ain't suppose to do that in any airplane.



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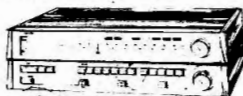
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By Bob Schatz

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